



SAILING INSTRUCTIONS

FAIRWAY CHALLENGE 20187

Saturday 17th February and Sunday 18th February 2018



Organising Authority
Moreton Bay Boat Club Inc.
at the
Redcliffe Peninsula

1. RULES

- 1.1. The event will be governed by the rules as defined in the Racing Rules of Sailing 2017-2020.
- 1.2. The Australian Sailing Special Regulations 2017-2020 and the current IRC Rule apply to the event.
- 1.3. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 1.4. Competitors are advised that the International Regulation for Preventing Collision at Sea totally displace the RRS between official sunset and official sunrise.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be given on the day via VHF 77 and/or via start sequence flags flown on the start boat.
- 2.2. Notices to competitors may be given during the event particularly on matters relating to safety and shipping movements.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be advised in accordance with SI 2. NOTICES TO COMPETITORS.

4. SIGNALS MADE ASHORE

Signals will not be made ashore. All signals will be flags flown from the committee boat(s).

5. RACE SCHEDULE

- 5.1. The start of the event is scheduled for 11:00 am on Saturday 17th February 2018.
- 5.2. The scheduled times for sequential starts are:-
 - **Multihull** warning signal- 10:55 am for an 11:00 am start.
 - **Monohull** warning signal- 11:10 am for an 11:15 am start.

6. CLASS FLAGS

The “class” flag (warning signal) for both the multihull fleet and the monohull fleet will be code flag “Q”.



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7. RACE AREA

The race area is northern Moreton Bay and its North West entrance. Refer the course diagrams attached to the NOR.

8. THE COURSE

8.1. The course diagrams indicate the start and finish areas; the race area and legs of the course. The official course is detailed in SI 9. - MARKS.

8.2. If the course is shortened, that will occur at either NW4 or NW12.

If the course is shortened at NW4, the NW Fairway mark and NW1 will be deleted. Boats must round NW4 keeping it to starboard and return via the documented return course from that location.

If the course is shortened at NW12, all marks North of NW12 will be deleted. Boats must round NW12, keeping it to starboard, then return as per the documented return course from that location.

9. MARKS

The marks of the course, the rounding order and direction of rounding or passing each shall be:

- Start - yellow conical buoy at 27⁰ 14.0' S 153⁰ 08.0' E (Start boat to the West)
- Orange conical buoy at 27⁰ 15.0' S 153⁰ 08.0' E to port
- Orange conical buoy at 27⁰ 14.0' S 153⁰ 09.0' E to port
- White/blue 2m cubic buoy at 27⁰ 13.0' S 153⁰ 08.0' E to starboard.
- M8 to port (scheduled position report);
- M9 to port;
- M3 to port
- NW12 to starboard (scheduled position report);
- NW4 to starboard (scheduled position report);
- NW Fairway to port;
- NW1 to port (scheduled position report);
- NW12 to port (scheduled position report);
- M3 to Starboard
- M9 to starboard;
- M8 to starboard (scheduled position report with ETA to finish);
- Pearl Channel (Southwest spit) red buoy to starboard;
- Reef Point tripod beacon to port; (scheduled notification to the finish boat) and
- Finish (Refer SI 13).



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10. OBSTRUCTIONS, SHALLOWS, and SHIPPING

- 10.1. The Redcliffe Peninsula foreshore has occasional rocky outcrops. The extent of those outcrops is marked by green lateral beacons and buoys. Participants are advised to keep to the east of direct lines between those navigation marks.
- 10.2. The northern tips of the Western Banks and the Skirmish Banks are potential shallows if a direct line between marks cannot be achieved. Due care must be taken in these areas.
- 10.3. All commercial ships shall be avoided. All boats must give way and keep well clear. Refer also Sailing Instruction 17. SAFETY RELATED REQUIREMENTS.
- 10.4. With the exception of intrusions into the North West Channel at NW1, NW4 and NW12, all boats must keep to the west of the North West Channel if possible.

11. THE START

- 11.1. The races (monohull and multihull) will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2. The start line will be to the east of Redcliffe Point and will be marked by a yellow conical buoy at the port end of the line and a staff displaying an orange flag on the start boat at the starboard end of the line.
- 11.3. If a “barging buoy” is set, it will be a red or orange teardrop buoy.
- 11.4. Prior to the Fairway Challenge monohull division start, monohull participants must keep well clear of boats starting the preceding multihull division.

12. CHANGES to the COURSE

With the exception of a shortening of the course, there will be no changes to any leg of the course. *This modifies RRS 33*

13. THE FINISH

- 13.1. The finish line will be the northern red lateral at the entrance to the Scarborough Harbour in transit with the MBBC Radio Room (*the bearing from the red lateral to the radio room is approximately 144 deg. Mag.*). Finishing boats must keep both the red lateral and the adjacent yellow special mark to port but be no further than 100m north of the red lateral.
- 13.2. All participants must contact the race committee on VHF 77 as the Reef Point tripod beacon is passed abeam on the way to the finish and advise the boat’s **name and sail number** along with any distinctive ID feature.
- 13.3. Finishing times taken by the race committee will be relayed to boats via VHF77 after they finish. Participants are advised that the finish line has a bias favouring the red lateral.



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14. PENALTY SYSTEM

- 14.1. One-Turn Penalty to RRS 44 or disqualification.
- 14.2. A time penalty may be applied where a boat does not exonerate itself from a breach and the race committee deems the boat to have gained advantage by that inaction.

15. TIME LIMIT

- 15.1. The target time limit is 7:00 am on Sunday 18th February 2018.
- 15.2. Boats not completing the course by the target time limit will be deemed DNF. This changes RRS 35.
- 15.3. Notwithstanding SI 15.2, if the race committee decides a boat close to the finish line at the target time limit is able to finish without disruption to the event schedule ashore, the race committee may allow that boat to finish and register a valid finish time.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. The protest time limit is 90 minutes after the target time limit.
- 16.2. Protests must be in writing and in the RRS prescribed form. Boats not berthing at the MBBC marina after finishing may advise an intention to protest via SMS to 0412 727 457 with a brief description of the RRS breached and stating the other boat(s) involved.
- 16.3. Notice to parties involved in protests will be given via direct contact. Written notices will not be posted.
- 16.4. Protest proceedings may commence with mediation (direct or by phone) prior to the formal hearing process. Any required hearing will not commence prior to 7:30 am on Sunday 18th February 2018. This modifies RRS 70.
- 16.5. Breaches of SIs 17, 18 and 19 will not be grounds for a protest by any boat. Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 16.6. Decisions of the protest committee will be final and absolute. This changes RRS 70.
- 16.7. If any protest has not been decided by 9:30 am on Sunday 18th February 2018, the results will be announced as provisional and prizes to any boat that may be affected by the decision will be withheld. Once the protest has been decided, results will be formally announced and prizes awarded appropriately.

17. SAFETY RELATED REQUIREMENTS

- 17.1. Competitors **must** log on to the MBBC shore station (call sign VKQ445) via **VHF77** at least 15 minutes prior to the warning signal for the monohull division. Boats not logging on via VHF 77 will be deemed Did Not Start (DNS). Effective radio communication is a prerequisite to participation:



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- 17.2. Competitors crossing the finish line at the completion of the event must log off via **VHF 77**. Refer also SI 19.
- 17.3. A boat that retires from the race must notify the race committee via **VHF 77**, radio relay, mobile phone or by hail as soon as practicable after retiring.
- 17.4. Attention is drawn to Appendix A to these sailing instructions outlining prescriptions of Maritime Safety Queensland which apply to participating boats. Those prescriptions do not form part of these instructions. They are **overriding** statutory requirements.
- 17.5. The race committee reserves the right to audit any competing boat for compliance with the Notice of Race with regard to eligibility and safety prescriptions. Any non-compliance not resulting from an incident reported during the event may result in disqualification (at the discretion of the race committee).

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. Substitution of nominated crew members will not be allowed without the explicit acknowledgement of the race committee via VHF 77. The replacement crew member's shore contact must be provided. This is a safety related issue which, if not observed, may result in disqualification at the discretion of the race committee.
- 18.2. Late replacements may be advised at the pre-start "log-on".

19. RADIO COMMUNICATION

- 19.1. The official radio communication channel will be VHF 77. Repeater channel VHF 21 should be used at the Northern extremity of the course if communication cannot be established on VHF 77.
- 19.2. Boat to boat transmissions shall be limited to safety issues and message relay.
- 19.3. All competing boats must notify the race committee within 10 minutes of the rounding or passing of the following marks:-
 - M8 outbound
 - NW12 outbound
 - NW4 outbound
 - NW1 inbound
 - NW12 inbound
 - M8 inbound (ETA to the finish to be provided).
 - Reef Point beacon abeam inbound (Boat name, sail number and ID feature to be advised).

Note: These notifications of position are an integral part of the event emergency plan and must be observed. If any participant experiences communication difficulty during the event, they must make every reasonable effort to ensure their mark rounding times are made known to the committee via any means available (e.g. radio relay or mobile phone).

20. DISCLAIMER OF LIABILITY

- 20.1. Competitors participate in the event entirely at their own risk. Refer RRS 4 - Decision to Race. The organising authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the event.
- 20.2. The MBBC considers the decisions to participate made by a boat's owner, skipper and crew will have been made with full knowledge of the risk of damage, personal injury or death during boat racing events and they participate at their own risk. This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.
- 20.3. The boat's decision to participate will be deemed to be testament that :-
 - the boat complies with the event entry eligibility requirements within the Notice of Race and these Sailing Instructions;
 - the skipper and crew fully understand the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
 - the skipper and crew have the necessary knowledge and skills to safely participate in and complete the event
 - the participant indemnifies the organising authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the event.

21. COURSE DIAGRAM

- 21.1. The course diagram is not to be used for navigational purposes. Navigation must be via officially recognized charts (e.g. MSQ chart MB1 MORETON BAY Manly to Mooloolaba).
- 21.2. The specific course to be sailed is detailed in Sailing Instruction 9. That instruction takes precedence over the diagram.
- 21.3. Competitors must note that the course takes direct lines between M9, M3 and MW12. Participants are advised to be aware of other marks and banks in this area.

APPENDIX A

STATUTORY REQUIREMENTS

The following are specific prescriptions for participants associated with the Aquatic Event Authority issued by Maritime Safety and the MBBC emergency plan for this event. These prescriptions target participating vessels, their owners (or owner's representative) and skippers.

These prescriptions are mandatory and override the sailing instructions. Any incident, being a breach of these prescriptions and resulting in action being taken by Queensland Water Police, Queensland Boating and Fisheries patrols, Maritime Safety Queensland or Brisbane VTS, may be deemed by the race committee to be grounds for disqualification.

- The MBBC utilizes the Redcliffe Coast Guard for safety vessels. The Coast Guard monitors VHF73 and VHF21 24/7.
- The MBBC shore station will be operational for the duration of the event. The call sign is VKQ445 or "race control".
- The *International Regulations for Preventing Collisions at Sea 1972* (the Collision Regulations) apply to all ships at all times.
- All participating ships and operators of such ships must comply with the *Transport Operations (Marine Safety) Act 1994* (the Act) and subordinate Regulation (the Reg.).
- Participants are not to impede commercial shipping.

Please note :- Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships and 'cross channel' tidal influences. *Tidal flow within the shipping lanes can result in a ship's observed orientation to differ significantly from its actual course.*]

- All participating vessels must keep an effective radio watch on VHF channel 12 while sailing between M8 and the Fairway beacon. [*Aside: - radio watch on VHF 77 must also be maintained.* Scanning watch complies.]
- Radio communication with the race committee and the designated shore station on VHF 77 must be maintained at all times during the event. [*Aside:- by agreement, Coast Guard Redcliffe acts as a secondary shore station (VHF73 – VHF21)*].
- Should light winds and unfavourable tides cause a participating vessel to drift uncontrollably toward a designated shipping lane such that there could be risk of collision, that vessel must use its anchor as prescribed by the RRS.
- Participants are required to have a safety representative attend a pre-race briefing reinforcing the prescriptions within the Aquatic Event Authority and the content of the MBBC Emergency Plan. That representative must be an experienced crew member.

